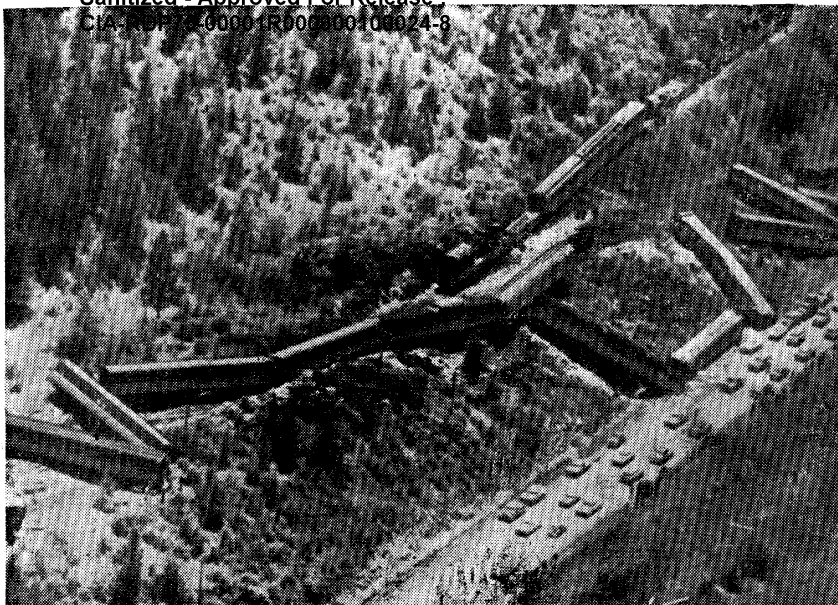


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Fifteen cars of a 17-car Northern Pacific Railway passenger train lie scattered beside a high-

way near Missoula, Mont., after a derailment.  
—AP Wirephoto.

## Failure of Air Brakes Hinted in Train Wreck

MISSOULA, Mont., June 11 (AP).—Investigators are looking into the possibility that the air brakes of a Northern Pacific luxury train failed on a mountain curve yesterday, sending 15 cars plunging down a 100-foot embankment.

A child was killed and 219 of the train's 350 passengers were injured. Sixty-eight of the passengers were held over-

night in Missoula hospitals for further treatment and observation. The others were treated and released. The train was en route from Seattle to Chicago and many aboard were returning home from the World's Fair.

Reports from passengers and train personnel suggested the train was exceeding the 35 mile-an-hour speed limit on the steep curve, 15 miles northwest of here.

The train's speed recorder tape will be given to Interstate Commerce Commission investigators, either at Missoula or Washington, D. C., a Northern Pacific official said at St. Paul, Minn. He wouldn't divulge what the recorder showed, except to say the speed was a "good deal slower" than 100 m.p.h.

Only two of the 17 cars of the North Coast Limited remained on the rails in the dawn derailment, which a division official estimated may cost the railroad \$1 million.

The others catapulted down the embankment and two went all the way to the bottom, coming to rest in a ditch alongside U. S. highway 93 and 10A.

The nose of one of these cars smashed deep into the ditch, scooping up mud that buried Terese Ann Dooms of Ekalaka, Mont. Terese, who would have been three years old June 30, was the first North Coast Limited passenger to be killed in 62 years.

### Earlier Wreck a Mystery

The derailment came a little more than three months after the same train, westbound, ran off the tracks and into a lake near Athol, Idaho. Two crewmen were killed in that wreck. Its cause is still a mystery.

Most of the passengers were sleeping or just awakening at 4:40 a.m. (MST) as the train crashed one mile short of a trestle that spans a 300-foot canyon.

The body of the Dooms child was clawed out of the mud by a woman. Another child was buried in mud in the same car but was rescued.

The train had passed over one mile of an eight-mile descent on winding Evaro Hill, which drops 1,100 feet.

"I noticed we were starting to pick up speed," said Jessie O'Connor of Chicago, a pullman porter. "All of a sudden, I noticed such a fast rate of speed that I got dizzy."

Wendell Wardell of Billings, Mont., a passenger, said, "we were going so fast that our car leaned way over to one side. The car rocked twice, and I could observe the second car leaning over the rest of the cars over the

Fireman Jerry Haines, both of Missoula, suffered minor cuts. Mr. Lynn was quoted by a railroad spokesman as saying the train lost air pressure as it started downhill.

About 100 national guardsmen plus Red Cross disaster workers and others joined all

available doctors and nurses in helping the wreck victims. The injured were taken to three hospitals.

Of the 219 persons received at the hospitals, 151 were treated and released. Sixty-eight were held for further treatment and observation.

### Area Family Involved

Among those traveling on the train were members of the Chester W. De Long family of 213 West Columbia street, Falls Church.

Mr. De Long, an employee of

the Central Intelligence Agency, was returning here from Seattle with his wife and two children. Neighbors said they had been visiting relatives there and had viewed the World's Fair for the past month.

A neighbor of the family who spoke to the De Longs over the phone last night reported that Mrs. De Long had been slightly injured and treated for shock. Mr. De Long and the couple's two daughters, Allison, 22 months, and Leslie, 4 years, were uninjured, the neighbor said.



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